

Debilited—Worn-out

Mr. C. B. Cline, Business Manager, "Koster & Blais," N. Y., writes: "As a tonic and strengthener for those who are debilitated and worn-out, the effects of your Johann Hoff's Malt Extract are simply wonderful. I was suffering from dyspepsia and nervous prostration for some months before I began to take the Johann Hoff's Malt Extract as directed, and now I feel physically like a new man. You may rest assured that I cannot praise it too highly."

Johann Hoff, New York, Berlin, Vienna, Paris.

ENGLISH COAL MINING PROBLEMS

SET FORTH BY A PAPER READ BY FOSTER BROWN.

Cost of Mining Coal Is Constantly Increasing Because the Upper and Best Veins Are About Exhausted—The Deeper the Operators Go the More Expensive Mining Becomes and the Thinner and Poorer the Veins Are—Competition the English Operator Feels.

Foster Brown read a paper before a recent meeting of the British association, on the economic features of the coal question, which is of special interest at this time, in view of the report made by Henry S. Fleming, secretary of the Anthracite Coal Operators' association, on the possibility of selling anthracite coal in Europe. The paper, in part, is as follows: "It was difficult to induce the public of Great Britain to realize the supreme importance of the fact that it was only the best and cheapest of our coal resources which supplied an existing output. Allowing for a small gradual increase of output from deep and inferior seams during the next fifty to sixty years, and assuming an average output for fifty years of best coals within a depth of 2,000 feet at 220,000,000 tons per annum, and exclusive of thin and inferior seams, we should have exhausted eleven-fifths of our best resources about the year 1950, and arrived at a stage when our whole annual output would be composed of a rapidly decreasing proportion of deep, thin or inferior coals, and a proportion of our cheapest worked coals would rapidly decrease. It is apparent, however, that at the end of fifty years they would still have coal resources remaining workable, it was true at a gradually-increasing cost, but sufficient for the supply of the nation at an average output of 250,000,000 tons a year for upwards of a period of 250 years.

INCREASED COST. "But in working this very large residuum a greater cost in working, due to natural causes, was inevitable, and that this extra cost would gradually increase year by year after the best and cheapest coals were exhausted was undoubted, however successfully the skill of the mining and mechanical engineer might be brought to bear in mitigating this effect, and unless additional measures could be adopted outside the province of the engineer to counteract it, by cheapening the carriage of the coal on the surface and reducing materially all other charges, the effect of this increasing cost would be of serious moment to the nation. "The general cost of our coal would, of course, increase in proportion to the percentage of thin and deep coal worked to the annual output, until the increased cost of the whole of our coal production due to natural causes, such as depth, thinness of seams, and however much this might be neutralized by improved mechanical and mining appliances—would be so increased as to seriously and permanently hamper our progress commercially by increasing the cost of navigating steamers and lessening thereby the amount of our coal imports for raw materials and food supplies, and generally gradually taking from us for the benefit of other nations our home and foreign trade. It would, therefore, be convenient to consider in what direction it might be practicable to improve the existing appliances for working coal and otherwise reduce the cost of working deep and thin seams of coal in the future. The reader then enforced the necessity for economical improvement in coal-cutting machinery and improvements in underground haulage. "To summarize, however, the position of the cost of working—while con-

siderable economy had been achieved in some directions, natural physical and other features had increased the cost of working coal in Great Britain. Similar conditions would probably more or less apply to the German coal field and elsewhere in Europe—the cost of production in these countries would have a tendency also to increase slowly. In the case of Germany, our main European competitor, the railway and canal rates for minerals were much below per ton per mile the rates prevailing in this country, and therefore there was not the margin for future reductions in these rates which ought to exist in Great Britain, where the railways are not as yet the property of the state. The coal fields of the United States were twenty times the original areas of the British, and already the cost of producing coal in America was below the cost of raising coal in Great Britain.

"The annual production in the states was proceeding in leaps and bounds. In 1882 it was 102,865,000 tons, in 1890 it was 140,883,000 tons, and in 1896 it was 171,418,000 tons. Leonard Courtney contended that less American costs would be permanently operative, and the difference in favor of America was likely to increase. Probably this was so in some degree, but the immediate cause of the discrepancy in favor of the States as against Great Britain was due chiefly to the enormous extent of the American coal fields, making it practicable to work very large annual quantities from those areas near the outcrop by free drainage levels, without pumping or winding. In fact the States produced coal at a cost of raising coal cheaply, were much in the position Great Britain was fifty or sixty years ago.

OUTPUT IN THE STATES. "If the coal output of the United States continued to increase in the present ratio, the time would arrive, no doubt, when shafts must be sunk to considerable depths, and pumping and winding resorted to, thereby increasing the average cost and bringing the natural conditions in that country more in line with those which prevailed in this country. The enormous extent of outcrop in the American fields would, however, enable that nation to maintain probably for many centuries a comparatively low cost of working.

"By the cheaper capital cost of the American railways and better application of the rolling stock for mineral traffic, such as wagons carrying a very much larger proportion of profit load to dead weight and long leads, United States railways were able to convey coal at about one-quarter the cost per ton per mile for which the best and most economically worked of the English railways now undertook to convey minerals in this country. It is true that, in regard to the item of dead weight, railways could also in this country considerably reduce their cost by increasing the size of the mineral wagon.

"There existed other, and possibly more serious, competitors even than America, which might ultimately shut out the whole of the Eastern markets for manufactures—the meant China and Formosa. In China enormous coal fields were believed to exist, containing coals of the best qualities, and only requiring capital, development in railways, and docks and manufactures to enable it to become the greatest of their future competitors and to develop an extraordinary source of wealth. "The extremely low cost of labor would alone probably handicap the Western nations to an extent which at present could not be measured, and whether the period when this competition would be seriously felt was distant or imminent, the fact itself of these coal fields existing in a country densely populated by a clever and industrious race should enforce the lesson to Great Britain of setting her house in order. The argument might be even stronger as regards the coal fields of Formosa under Japanese rule, of which less was known, but where probably coal could be found near seaboard, and in a parallel position as regarded facilities for export, to our coal deposits. "Summarizing the position, some portion of the increased future cost of working our coal fields could and would be met by improved mechanical appliances in winding, hauling, pumping and in cutting thin seams, and by mining skill in improved ventilation, lighting, checking the increase of temperature due to depth, raising larger quantities from each shaft, and a partial readjustment of the cost of labor and royalties. The last named were already in process of being dealt with when the conditions required it, but there would still remain a great margin of increased cost which could not be dealt with either by the mechanical or mining engineer."

SOLDIERS' ANNUAL REUNION. Will Take Place This Year at Lanesboro, Susquehanna County. The annual reunion of the soldiers of the Civil war living in Wayne, Susquehanna, Wyoming, Lawrence, Lackawanna, Columbia and Broome counties, is to be held this year at Lanesboro, and as all old soldiers, whether Grand Army men or not are eligible and welcome to these gatherings, the attendance is usually large. Griffin post of this city will run an excursion on that day. The fare for the round trip will probably not be more than \$1.25 for grown people and 65 cents for children. The date and details of the excursion will be announced later. As Griffin post has hosts of friends who usually go with them to such reunions it is safe to presume if the day is fine the attendance will be large.

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DAY'S DOINGS IN DUNMORE BOROUGH

PARTY GIVEN IN HONOR OF PRIVATE FITZPATRICK.

He Was Presented with a Handsome Gold Ring by His Friends—An Entertainment Will Be Given This Evening by the Choir of the Methodist Episcopal Church—Funeral of Mrs. Amelia Young, of Cherry Street—Other Teachers Who Were Appointed.

The members of the Independent Hose company, No. 1, tendered their comrade, Private Thomas L. Fitzpatrick, Company G, Fifteenth United States Infantry, a farewell social at Keystone hall last evening. A large number of invitations had been issued to the citizens in general and when Private Fitzpatrick was ushered into the hall he was greatly surprised at the large number present to wish him luck in returning to his duty on Cuban soil. The evening was spent in dancing, music being furnished by an orchestra. James Quick, in behalf of the members of the company, mounted the platform and after a few words suited to the occasion, presented Private Fitzpatrick with a handsome solid gold ring.

ENTERTAINMENT TONIGHT. This evening the lovers of music will be given a treat. A musical entertainment under the auspices of the choir of the Methodist Episcopal church will be held in the church parlors. The programme is as follows:

- Piano Solo.....Mr. Dalton
Chorus.....Choir
Solo.....William Linney
Quartette, Male.....Arlington Quartette
Soprano.....Miss Ruby Vest
Duet.....Miss Lutz and Mrs. Palmer
Solo, Tenor.....William Wilson
Recitation.....Miss Virginia Saunders
Male Chorus.....Choir
Solo, Baritone.....J. H. King
Quartette, Male.....Choir
Miss Lutz, Mrs. Swartz, Messrs. Linney and Broadbent.
Ice Cream and Cake.....All
Chorister.....William Linney
Pianist.....Miss R. Vest

FUNERAL OF MRS. YOUNG. The remains of Mrs. Amelia Young, of Cherry street, widow of the late Enos Young, were laid at rest in the family plot in the Dunmore cemetery yesterday afternoon.

The funeral services were held in the Methodist Episcopal church at 7 o'clock. Rev. A. J. Van Cleft, pastor, was in charge and delivered an impressive sermon. A large number were present.

PLAY POSTPONED. A large audience gathered in St. Mary's parish house last evening to witness the production entitled "The Mouse Trap," by St. Agnes' guild. Owing to the illness of one of the players it was not produced. The young ladies proved equal to the occasion, however, and entertained those present with singing, recitations and tableaux.

THE OTHER TEACHERS. The list given below completes the list of teachers elected at Tuesday evening's meeting of the school board. When the Tribune report closed Tuesday night the following had not as yet been elected: No. 6 building, principal, Miss Martha Matthews; No. 1 room, Miss Mary Moran; No. 7 building, Mrs. B. J. Walsh, principal; No. 8 building, principal, Miss Martha Murphy; No. 1 room, Miss Mary Early; No. 9 building, Miss Farrell, principal. The salaries, etc., will be fixed at a future meeting of the board.

SHORT PARAGRAPHS. Dunmore council, No. 1022, Junior Order United American Mechanics will run an excursion to Lake Ariel Aug. 18 in connection with the various councils in Lackawanna county. Dunmore council has arranged the committees to secure proper amusements for the day's outing. A meeting of the Knights of Honor will be held in Washington hall this evening and a full attendance is desired. The employees of the shops of the Pennsylvania Coal company received their monthly wages yesterday. The men about the mines will be paid today. Mr. and Mrs. Andrew Coulter, of Dupue street, will be tendered a reception at the home of the former's parents tomorrow evening. Mr. and Mrs. Andrew Saunders, of Pittston, made a short visit with friends here yesterday. Miss Lucretia Snyder, of Dudley street, paid a short visit to Pittston friends yesterday. Mrs. L. Krotzer and son, Harry, of Throop, called upon Mrs. Thomas Brink, of North Apple street, yesterday. Mr. and Mrs. Charles Niemeyer, who have been spending their wedding tour at the Thousand Islands, returned home last evening. They will reside on Dudley street. Miss Jennie Foley, of Mt. Cobb, is the guest of her aunt, Mrs. James Ellis, of Cherry street. Miss Grace Nolan, of Adams avenue, is spending a few days with friends at Carbondale. Burgess Powell and Oscar Yost spent the day at Lake Ariel.

INDUSTRIAL JOTTINGS. A large casting was made at the Finch Manufacturing works yesterday, when a drum ten feet in diameter was cast for the Mt. Pleasant colliery. It will be used for windlass work. Bernard Meoney, one of the oldest engineers on the Hazleton division of the Lehigh Valley railroad, yesterday received an unexpected notice of his indefinite suspension. The cause of the suspension is not stated. During the last week two Lehigh Valley conductors were suspended and it is understood that more men are to go this week. It is believed that the suspensions are due to the failure of the men to pass a satisfactory examination in the rules, as required according to or-

ders recently issued by Division Superintendent Keith. Four Willow street boys, of Montclair, nearly completed a very clever piece of work in the shape of a dummy locomotive modeled on the lines of the Delaware, Lackawanna and Western engine number 12. The boys, all young railroad enthusiasts, are Clifford Collison, son of Conductor William Collison, in whose yard the dummy locomotive stands; Wilbur Unger, Stephen Mershon and Benjamin Locke, Jr., whose father, "Benny" Locke, is one of the Delaware, Lackawanna and Western railroad's oldest engineers. The locomotive is half the size of number 12, correctly proportioned and bears in big black letters on the cab, the word NEWARK. Its construction was begun on June 25, the material used being barrels for the boiler and tin pipes, cans and kettles for the stack, cylinders, steam chest and sand box. With the addition of cart wheels for forward trucks and drivers, the ingenious dummy will be complete.—Newark Advertiser.

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